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PAGE 2

TEST DRIVE

## Plug Optional

### 2018 Chrysler Pacifica Hybrid Limited

DAN LYONS | text  
Special to the Times Union

Introduced in 2017, Pacifica is the latest minivan from the company that invented the breed, back in 1984. The Pacifica twins (gas- and hybrid-powered models) get lineup revisions and added content for 2018. A new entry level L model is introduced for the Pacifica, while the hybrid version adds a Touring Plus trim level.

Buyers now choose from L, LX, Touring Plus, Touring L, Touring L Plus and Limited versions of the gas powered Pacifica. Prices range from \$26,995 - \$43,795. Hybrids have a three trim level range, starting with Touring Plus (\$39,995), followed by Touring L (\$41,995) and finally Limited (\$44,995).

Mileage and storage are always of interest to family vehicle shoppers. Let's start with the mpg's. While the gas-powered Pacifica has average es-



**2018 Chrysler Pacifica Hybrid Limited**

MSRP: \$44,995 · As Tested: \$48,580

timated fuel economy numbers (22 mpg's city/highway combined), the hybrid is more mileage-minded. The hybrid pairs a 3.6L V-6 gas engine with a dual motor, eFlite electrically variable transmission (EVT). The engine is modified with an Atkinson cycle combustion system. Both of the EVT's electric motors are capable of driving the minivan's wheels, thanks to a one-way clutch design. Total system horsepower is 260. Regen-



THE CHRYSLER PACIFICA MINIVAN was introduced last year, and is available in six trim levels, including this hybrid. Since the hybrid version hosts its battery beneath the cargo area where Stow 'n Go seats normally fold into, the second-row seats must be removed (below, left) to achieve maximum open cargo space.

erative braking helps provide additional electric range, by converting kinetic energy to electricity, and charging the 16-kW battery pack.

Collectively, it makes for a fuel frugal minivan, offering an estimated 32 miles per gallon combined (gas only), which, along with 30 miles of all-electric driving, adds up to a total range of 530 miles.

My most recent test drive in the hybrid covered about 850 miles, split 80 percent highway, 20 percent city. The nature of the travel was such that I didn't have ready access to plug power, so I relied on the gas engine almost all of the time. The amount of electrical energy recovered from regenerative braking

With the added oomph provided by the electric motor, the hybrid had no problem keeping up on the highway.

and stored in the system while underway was sufficient for electric-only roll-offs from a stop, before the gas engine chimed in. I averaged 31 miles per gallon overall, which is one below the EPA estimate and none too shabby for a 4,987 lb. minivan.

While I had little opportunity to do so this time, typical electrical recharging is a simple task. Using the supplied, level 1 charger with 25-foot cord and standard (110v) household current, the battery pack can be fully juiced in about 14 hours. Those

who want or need a quicker boost can buy an optional 240v charger (or use commercial/public 240v charging stations), which will replenish the battery pack in about

Continued on page 2

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